

HONOLULUANS ABROAD.

SOME ISLAND PILGRIMS WHO
ARE VISITING THE
WORLD'S FAIR.

Interesting Letter From Dr.
Hyde.

How the Fair Was Reached and What
Was Seen the First Day.

In these days of multifarious routes of travel it is a bewildering puzzle to decide how to get there. Road agents roar at you like the cannon at Bala klava. Our good fortune, however, opened the way for us. We had half made up our minds to take the Canadian Pacific R. R. It did not require much persuasion to induce us to make the final choice. We were booked for the C. P., with assurances that everything would be done for our comfort as soon as we were fairly on the lines of travel controlled by that company.

We were to go by the Shasta route of the Southern Pacific R. R. system to Portland. It was a day of travel long to be remembered. As soon as we began ascending the valley of the Sacramento, the scenery along the route absorbed the attention every moment. One cannot live on scenery, but how one can live, day after day, in the flatness of a big prairie or the hot sameness of a crowded city, is an insoluble mystery to anyone who has once tasted the pleasure of such a constantly-changing view as one sees from the car windows along the valley of the Sacramento. Away off in the distance, among the clouds, we saw Mount Shasta, its robes of snow glistening in the sun, as it stood out there like some magician who was opening up to our entranced vision the forms and features of earthly loveliness, fitted more for dreams of delight than for the rough experiences of the work-day world.

One of those experiences was the gruffness of the young man who brought to our party the tickets that had been made up by the Portland agent for the remainder of our journey. Why a man, who undertakes to serve the public, should treat people whom he is supposed to help, as if he wished he could consign them all to perdition, is one of the mysteries of human nature. It was the only case of unwillingness to be obliging and helpful that we found on the whole route. We knew we should have the inconvenience of many changes, but were willing to put up with such minor miseries of a traveler's experiences as incidental evils necessary to be endured. We did not like, however, to be snubbed by a young snip who was paid for his time and pains, but did his work reluctantly and provokingly.

The ride from Portland to Tacoma was hot and dreary. We had been riding in a tourist car, with ample room in seats and aisles. Now we were shut up in a heavy, dark, stuffy car, whose high upholstered seats might be curious devices of springs and worsted, but were certainly not gotten up with the design of giving comfort and cheeriness to way-worn travelers. Arrived at Tacoma, we had another opportunity for the exercise of the grace of patience, that gives the finishing touch to the other virtues which travel calls into exercise. A change of time went into effect that day, and a new route was opened. So suddenly had it been effected that there was not time for full preparation for new exigencies. We had to wait long for our baggage to be brought, long for it to be duly transferred, checked and registered. But the task was at length accomplished, and we started off on the steamer for a sail up Puget Sound to Whatcom.

That boat ride up the Sound will be an experience long to be remembered. We skirted the well-wooded shores with their lowly hills, marking off in the distance, not a single snowy summit like Mount Shasta of the day before. There were three and four and more of these giants of the arctic climes. They loomed up before us like wardens of the approach to some enchanted grounds. But as we neared the end of our route with the opening of the new day, they took on a different aspect in the quiet Sabbath hours. It seemed as if we were approaching the pearly gate of heaven. Absolute purity, not cold and stern, but bright and cheerful, seemed to be the ideal held up before us.

We were soon wrapped up in more earthly considerations, however, for as we had reached the American terminus of the Canadian Pacific R. R. we were anxious to know whether the agent's promises were to be fulfilled, or whether we were to number ourselves among the numerous victims of misplaced confidence, in this work where childish credulity so often takes the place of intelligent faith. Our eyes were gladdened by

the assignment to us of a Pullman car just large enough for our party. There was a cooking stove at one end, a novel sight to us inexperienced travelers; but we found, more than once, how great a convenience it was both for warmth and provender.

Just before we passed into the Fraser river canon, we had a pleasant service of worship in one of the cars with Scripture reading, familiar hymns, and a few brief thoughts of God and His glory to uplift and cheer. But who can venture to describe the sights sublime that greeted our vision throughout the succeeding three days' ride? The towering peaks, 8000 feet above our heads, their summits and sides encased in ice, like knights of old in armor of steel, guarded the pathway through which the powerful engines pulled and pushed our long train of cars. Wonderful was the pluck and the persistency which triumphed over all obstacles, and carried this wonderful piece of railroad engineering to its successful completion. Who can ever compute the cost to the Canadian people, or the ultimate value of such a road through such a country? Will sight-seeing tourists patronize the roads in such numbers as to make it a profitable investment?

It is impossible to particularize the details of the visions of sublimity that met our wondering gaze day after day, each day bringing new features of interest and attractiveness. Our car was left over one day at Banff. One of the party, before sunset, had whipped the neighboring stream and brought in a string of brook-trout for the evening repast. Next morning carriages took us to the Banff hotel, where we had a breakfast served in the most modern style, with all the accompaniments of large rooms, cosy tables, uniformed waiters, elegant dishes. Thence we drove up and up a well made carriage road till we reached the warm sulphur spring. We found a mountain house there where, after taking a bath, we took dinner, and then singing "Hawaii Pono!" by way of farewell, drove down the mountain side, visiting by the way a cave with another sulphur spring, and bringing some curiosities and photographs as mementos of a pleasant day's experience.

The next day our train was moving out of the mountain passes on to the low prairies of the Red River country. This is the great wheat-growing region. It was only lately that it was known how to grow wheat—not wait till the frost was out of the ground—but scatter the grain as soon as the ground grows soft, and nature "does the rest." One observation we made that we had not found recorded—that mosquitoes are numerous, and that they are very savage. They came into the cars, and one young girl in our party suffered severely from their bites. They made no noise about it, but settled to business immediately on alighting. Men were plowing with gloves on their hands and a big mosquito-proof around their heads, as if they were off on a bee-hunt.

We spent a few hours only in Winnipeg, "the heart city of the continent." It is one of those marvels of sudden growth, which seem to realize the fabulous tale of Aladdin's lamp in the quickness with which a city with all the modern conveniences springs up where once was only a morass. The streets of the city, that were unpaved, showed how deep the mud must have been in the ruts, along which the wagon wheels moved, sunk to the hub.

Chicago is reached at last, and before long we are on the boat, leaving the pier at the foot of Van Buren street, for the fair grounds at Jackson park. We just missed taking the whale back Columbus, the biggest excursion boat in the world. It was a curious shaped affair, as we saw it, with its bow and stern so differently constructed from any ordinary vessel. Two decks on its rounded back were filled with passengers, and the music of a brass band enlivened the voyage and floated on the waters to our ears. The view of the "White City" from the lake was as enchanting as we had expected, but marred by the black mass of a big building, begun but never finished, near the fair grounds.

Our first view of the Exposition buildings was disappointing, because we made the mistake of taking the Inter-mural railway for a ride around the grounds. We were taken along the rear of the buildings and close to them, seeing all their incompleteness and imperfection. Lath and plaster do not make a very pleasing impression of architectural beauty when the corners are broken off, big patches scarcely covering the ravages time and weather have already begun to make. But when we took passage in one of the electric launches for a tour around the lagoon, we found a vision of beauty constantly changing before our admiring gaze. No one who visits the Fair and wishes to carry away some adequate impression of the beauty of the arrangement of the building and the location, should fail to take this tour in one of the electric launches.

It is the buildings themselves, then the exhibits, that make the deepest impression upon the visitor. There is nothing particularly interesting in the machinery or manufactures on exhibition beyond the usual display at such fairs. What many would overlook from its poor location in the upper hall of the electricity building was to my mind the most wonderful of all, wonderful in its simplicity, wonderful in its capabilities. The telantograph, most recent invention of Prof. Elisha Gray, the real inventor of the telephone, is a little instrument not a foot square. Sitting before it with a pencil connected with it, one can

write anything he wishes, and its writing is instantaneously reproduced on paper, a perfect facsimile, at the end of the wire.

In the fine arts building, the various rooms are most admirably arranged for the display of the pictures, but the impression made by the entrance, or by any single painting was not to my mind anything like the grandeur and the interest displayed at the Philadelphia Centennial. The "Impressionist" school of painters, of recent origin, with their dabs of paint, and free use of lavender and yellow, made one wonder how highest culture should seem so akin to carelessness and absurdity.

The electrical illuminations on certain evenings of the week are certainly very beautiful. One can hardly think himself in a world of reality, so weird are the effects of the different colored lights, thrown on the fountains, and the glowing brilliancy of the electrical display. The crowds of people in the buildings, on the thoroughfares, in the restaurants, on the cars, are a constant source of wonder and interest. To see these thousands day after day, and come unexpectedly on some friend or acquaintance, is one of the pleasant incidents of a visit to the Fair. Of course, one expects to meet island people at the Cyclorams of Kilauea, but one is just as likely to meet them unexpectedly in some other part of the grounds. The cyclorams are artistically displayed in a well arranged building, from the front of which stands out a female figure holding a torch. But as the features are Grecian, one needs to be told that it represents Pele, the Hawaiian goddess of fire. In front of the building is a pavilion where the Hawaiian band does not play. They would have been a great attraction, and the Fair is incomplete without them.

OUR NEW FIRE CHIEF.

James H. Hunt Receives the Appointment—Reduction in Salaries.

The regular monthly meeting of the fire commissioners was held in No. 2 engine house Thursday afternoon at 1 o'clock. The full board, consisting of Messrs. A. Brown, chairman, J. H. Boyd and A. W. Keech, was present. After some routine business had been transacted, the matter of electing a successor to ex-Chief Hustace was taken up. There were but two candidates named for the position, and the board finally selected Mr. James H. Hunt to fill the vacant office. A reduction from \$200 to \$175 per month was made in the salary attached to the office of chief engineer, and in that of the senior foreman from \$100 to \$75. The appointment of Mr. Hunt will be well received, and is a fitting compliment to the energy he has always displayed since he has been connected with the department. Mr. Hunt has been employed in the fire department in several capacities, for some years, and has always been an active worker and is deservedly popular. The resignation of Mr. Hustace was caused solely from the fact that his private business required his whole time and attention, it being understood at the time he accepted the position that he would retain it but temporarily. It can be said of the ex-chief that during his tenure of office matters in connection with the fire department always received his prompt and personal attention.

Reception to Rev. Mr. Rader.

On Thursday Mr. and Mrs. F. J. Lowrey gave a private reception to the Rev. Mr. Rader, who lately arrived from San Jose, California, to take Dr. Beckwith's place in the pulpit of the Central Union church during his summer vacation. A most enjoyable evening was spent. Refreshments were served by the hostess. Among those present were President and Mrs. Dole, Hon. W. R. Castle and wife, Rev. and Mrs. Dr. Beckwith, Rev. E. P. Baker of Hilo, Rev. Mr. Rader, Mr. and Mrs. P. C. Jones, Mrs. Robert Lewers and others.

Death of a Captain.

Captain Winding, formerly master of the bark Albert, died at San Francisco on the 24th ult. Heart failure is named as the cause of death.

Captain Griffiths has been placed in command of the Albert and Captain McNeill, formerly master of the barkentine Discovery, takes the S. G. Wilder.

Opium for Honolulu.

On the 1st inst. at San Francisco, a custom house officer captured 500 tins of opium. The Call says that the drug was packed in nuttall boxes, and that the marks showed that it was to have been shipped on the next Honolulu steamer.

TYPICAL PAUL.

A LETTER FROM MR. NEUMANN
ON THE JAPANESE SCHEME.

Captain Ferguson Is Ready With
His Credentials.

A Polite Invitation To Be Kicked
For Impertinence.

MR. EDITOR: This morning's ADVERTISER contains a letter from a person signing himself "A friend of the Japanese," which is replete with misstatements. These untruths may spring from ignorance or be the work of a meddling fool. The Japanese who have worked out their contract are not slaves or subject to the control or direction of the representative of Japan at Honolulu. There have been one hundred and fifty men sent to Guatemala by Captain Ferguson, who is a duly appointed officer of the government of Guatemala and has sent these men because they are experienced, capable, industrious, intelligent and law-abiding, and because they will be fit to act as lunas for their countrymen when they go to Guatemala from Japan. It may safely be expected that when they obtain such a position none of them will kick any laborer to death or shoot them in the back with a pistol or maltreat them otherwise, and in that respect these men will be as comfortably off elsewhere as in these islands. Your correspondent needs not concern himself about the treaty; that will be made without him and is none of his business. From Hilo fifteen men were allowed to go, of whom five only are contract laborers who have worked out their contracts and intended to return to Japan. I do not know whether the people of Hawaii think this whole matter of sufficient importance to justify my crowding your columns with this communication; if you think it is, publish this letter if you please.

Mr. Dato had nothing whatever to do with the engagement of the people from Hilo, except in so far that he acted as interpreter between myself and the people who wish to go to Guatemala. Chinese have never been employed in Guatemala, and are not allowed to come there, and the Japanese who go there are not deprived of any rights under the name of Asiatics.

In conclusion, I will say to this friend of the Japanese at Hilo that his statement of myself being in the remotest degree interested in any commissions for Japanese who come to these islands is untrue; and as he takes the responsibility of making it, I will say in plain words that he lies. If this champion will call at my office I will induce Captain Ferguson to show him his official credentials, and, after that, take pleasure in kicking him out for his impertinence.

PAUL NEUMANN.
Honolulu, August 10, 1893.

A Defaulter.

The San Francisco Post of August 1st says that Paul Hume, a defaulting messenger of Wells, Fargo & Co. for \$3000, had presumably left for Honolulu by the Australia on her previous trip down. It is stated that route agent Tucker left by the O. & O. steamship Oceanic with the necessary papers to extradite Hume, as it was understood that he would stop over a steamer at this place. Agent Tucker will follow Hume to Australia by the next steamer, if he fails to find him here.

A Unique Picture.

Mr. M. Louissou of the firm of Grinbaum & Co. has received from a relative in Crefeld, Germany, a beautifully-woven silk picture, 20x23 1/2 inches, representing Columbus first sighting the land of the new world. The picture was manufactured at the silk factory of Julius List at Crefeld, Germany, and is a most remarkable piece of art.

A number of these pictures are now on exhibition at the World's Fair. Mr. Louissou will place the picture on exhibition next week.

E. D. J. Bartram has retired from the firm of B. F. Ehlers & Co.

HISTORICAL POSTER.

The Proclamation of Rear-Admiral de Tromelin, Dated
December, 1848.

While calling at the foreign office yesterday afternoon, a reporter of the ADVERTISER saw an old yellow, time-worn paper lying on Secretary Potter's desk. Inquiry disclosed it to be an interesting historical document, being no less than a copy of the proclamation posted by Rear-Admiral de Tromelin, in Honolulu, in the year 1849.

The poster was found about a week ago while overhauling some old records in the foreign office, and is, perhaps, the only remaining copy in existence. The poster is 21x17 1/2 inches in size and is printed in large type in the English language. In one corner on the back is endorsed the following words, still legible but greatly faded, the paper in some places being eaten away by the action of the ink.

French Admiral's
Proclamation
posted up in Honolulu
on Sunday morning
26th August 1849.

The following is an exact copy of the document itself:

"To the
"Inhabitants
"of
"Honolulu.
"A misunderstanding, connected with the non execution of a Treaty having existed, for some time, between France and the Hawaiian Islands, the undersigned, Rear Admiral de Tromelin came to Honolulu in the hope of settling it amicably and peacefully. With this view, he sought an interview with the King in Council, offering to hear their reasons and discuss the question, with them, in a conciliatory spirit. The advisors of the King, against whose arbitrary and unconstitutional conduct, the representatives of the great Powers, France, United States and the Great Britain, had already protested in a collective address, on the 13 Dec. 1848, thereby binding their respective governments, refused to grant the conference demanded. It became therefore a part of the duty of the undersigned to forward to them an ultimatum which they have also rejected. In consequence thereof, the fort of Honolulu has been disarmed by the French forces now in the harbour, but the Hawaiian flag still waves and will continue to wave over it. The undersigned, who neither aims at an occupation nor at a protectorate, for France, will hasten to withdraw with the forces under his command, the moment his just reclamations are attended to. In the mean time, it is his fixed resolve to respect alike the interests of all Foreigners no matter what their creed or country. As far as France is concerned, the convention signed in 1839 by Captain Laplace, will form the basis of her relations with these islands. According to this Treaty French merchandise of all kinds will be admitted at the uniform duty of 5 per cent.
"Legonant de TROMELIN
"Rear Admiral."

THE W. G. HALL.

Her New Boiler Placed in Position Successfully.

The new twenty-four ton steel boiler for the steamer W. G. Hall was successfully hoisted from the wharf and placed in position on board the vessel Thursday morning. Sixteen-inch pulleys were used in hoisting the big boiler and the crane stood the test well. The boiler was lowered into its bed plate without a hitch. A few small scratches on the woodwork was the extent of damage incurred in lowering the boiler. It was exactly two weeks ago Thursday since the Hall was moved to her present berth to have the old boiler removed; and it will be six weeks yet before she will be ready to resume her regular route. The old boiler, which has performed service for the Hall since she was built at Port Blakey nine years ago, now lies with six other large castaway boilers belonging to several coasting steamers on the beach near the prison. The Hall's new boiler it is expected will do service for ten years. It was built by the Honolulu Iron Works, and its cost is in the neighborhood of \$16,000. Altogether, the repairing of the steamer Hall will cost the I. L. S. N. Co. between twenty-two and twenty-four thousand dollars, including Marine Railway charges. This large amount goes to laborers, etc., in this city.

A New Book.

The foreign office received by the last mail from the coast a late volume on "North American Fauna." The book is from the United States Department of Agriculture, being a biological account of the Death Valley Expedition in California, including a scientific survey of parts of California, Nevada, Arizona and Utah. The volume contains 393 pages, fifteen photo-lithograph plates, a fine large map of localities visited, and four maps illustrating the text.

Special Notices.

Have You Seen

the dainty little STRAWBERRY FORKS in sterling

silver at H. F. WICHMAN'S?

Do you know that

they are absolutely the

CORRECT THING, and that even

a poor berry will taste

sweet if eaten with one

of these little implements?

Do you know that we

have lots of new and striking

Goods in every line?

Don't forget that we have

THE ONLY LINE of

Fine

Leather

Goods

in the city, and that we can

suit your tastes in color

and quality at moderate cost.

H. F. WICHMAN,

517 FORT STREET.

Hawaiian Stamps

WANTED.

I WILL PAY CASH, FOR EITHER large or small quantities of used Hawaiian Postage Stamps, as follows:

(These offers are per hundred and any quantity will be accepted, no matter how small, at the same rates.)

1 cent, violet.....	75
1 cent, blue.....	75
1 cent, green.....	40
2 cent, vermilion.....	1 50
2 cent, brown.....	75
2 cent, rose.....	30
2 cent, violet, 1891 issue.....	50
5 cent, dark blue.....	1 50
5 cent, ultramarine blue.....	1 00
6 cent, green.....	2 50
10 cent, black.....	4 00
10 cent, vermilion.....	5 00
10 cent, brown.....	2 50
12 cent, black.....	6 00
12 cent, mauve.....	6 00
15 cent, brown.....	5 00
18 cent, red.....	10 00
25 cent, purple.....	10 00
50 cent, red.....	25 00
\$1, carmine.....	25 00
1 cent envelope.....	50
2 cent envelope.....	75
4 cent envelope.....	2 00
5 cent envelope.....	2 00
10 cent envelope.....	5 00

No torn stamps wanted at any price. Address: GEO. K. WASHBURN, P. O. Box 2068, San Francisco, Cal. 3221 1416-H



Pioneer Steam

CANDY FACTORY and BAKERY.

F. HOEN Practical Confectioner, Pastry Cook and Baker.
No. 71 Hotel St. Telephone.

Big 43 is acknowledged the leading remedy for Gonorrhea & Gleet. The only one remedy for Leucorrhoea or Whites. I prescribe it and feel safe in recommending it to all sufferers. A. J. STORER, M. D., DENTIST, 112, S. W. A. Sold by Druggists. PRICE 50c.

Hobbs, Newman & Co., Agents. Hollister & Co., Wholesale Agents. Benson, Smith & Co., Wholesale Agents.